

House Settles 4 High Points in Rail Financing

Revenue for First 6 Months of Private Operation Is Guaranteed to Equal the Rental for Same Period

Rate Raise Halted 60 Days

Roads May Obtain Loans From U. S. During First Two Years After Return

WASHINGTON, Nov. 13.—Four important points of the railroad reorganization legislation were settled by the House today during consideration of the Esch railroad bill. Each of the provisions approved has far-reaching effects in providing capital to the carriers, both in the period immediately following government control and afterward. With one exception all the provisions provoked sharp fights, but only one was changed.

In brief, the provisions approved by the House provide:

Carriers must ask the Interstate Commerce Commission for general increases of rates within sixty days after their return to private operation.

Revenues of carriers, including short lines and express companies, for the first six months of private operation are guaranteed by the government to equal the corresponding standard return paid at rental by the government during Federal control.

Carriers' indebtedness to the government remaining after a settlement of the rental owed by the government, may be funded for ten years on demand notes at 6 per cent interest, and carriers may obtain government loans from a \$250,000,000 revolving fund during the first two years of renewed private operation, such loans to mature in five years, at 6 per cent interest and to be secured.

Federal Budget Reduced

The House rejected the Interstate Commerce Committee's scheme for funding the \$775,551,000 owed by carriers to the government for improvements and betterments, and substituted a proposal by Representative Dennison, Republican, of Illinois, for the funding of approximately \$250,000,000 less than that amount in framing permanent legislation for the railroads.

Under the Dennison proposal, adopted 134 to 66, virtually all the money remaining after a settlement of the bill's provisions, while the Association of Railway Executives favored them. Members supporting the bill were chiefly those from the New England states, New York and Pennsylvania. Representative Esch, chairman of the Interstate Commerce Committee that framed the House bill, was among those advocating the Dennison plan.

After disposing of the funding section, the house adopted the section continuing the war-time rates in effect until changed "pursuant to authority of law," either by "state or Federal authorities."

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the evening, adjourned until to-morrow with three plans pending for the settlement of labor disputes.

Labor leaders oppose the House bill in its entirety, but center their complaint largely on the labor order providing for railroads collecting judgments on the property of unions.

Provision Would Prohibit Strikes

The labor plan of the bill would set up two boards for the voluntary arbitration of disputes. Carriers enforcing a lockout of employees would be liable for damages as well as labor unions for strikes.

Two substitutes for this plan were offered, one by Representative Webster, Republican, of Washington, for compulsory arbitration before a board to be selected by the President, whose decision would be final. Strikes or lock-outs, under his plan, would be prohibited, and violation of this provision would make carrier or union, including members of the latter as individuals, liable for damages.

The other substitute, offered by Representative Sweet, Republican, of Iowa, would establish boards of employers and employees similar to those existing in the pre-war period, and would carry with it no penalty for failure to reach a final adjustment. His plan is said to have the approval of railway workers.

Representative Cooper, Republican, of Ohio, formerly a locomotive engineer, endorsed it, declaring that "for years the railroad men and their employers had been able to settle their own disputes among themselves."

Christmas Box Rules Issued by Postoffice

Gifts Sent to U. S. Soldiers in Europe or Siberia Must Meet Regulations

WASHINGTON, Nov. 13.—The War Department today issued the following instructions for mailing Christmas packages to American soldiers overseas:

For shipment to England, France or Germany:

If Christmas parcels are sent by parcel post they must conform to the postal regulations, and in addition packages containing candy and tobacco must be inclosed in tins or light wooden boxes.

All boxes shipped by express or mail should be limited to 7 pounds in weight and not exceed 72 inches combined length and girth. No perishable food products other than inclosed in cans should be packed.

Mail and express matter should be addressed as now prescribed by postal regulations, that is, plainly marked with name, rank, and organization of the person to whom consigned, and the class of shipment should be marked "Christmas box" and should be sent care of the commanding general, Port of Embarkation, Hoboken, N. J.

Packages should arrive at the Port of Embarkation, Hoboken, N. J., not later than December 8.

For shipment to Honolulu, Manila, or Siberia:

Shipments should comply with the above rules except that the weight of packages should be limited to 20 pounds in weight and measure not more than 2 cubic feet in volume, and consignment should be made care of the Port and Zone Transportation Officer, Fort Mason, San Francisco.

Packages should arrive at Fort Mason, San Francisco, not later than December 1.

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Wire Control Cost U. S. Over \$14,000,000

Burleson's Report Shows Big Deficit After Federal Operation; Receipts From Cables Are Not Included

Detailed Report Withheld Claim of Over \$2,000,000 Against Postal Lines May Reduce the Total

WASHINGTON, Nov. 13.—War-time operation of the telephone and telegraph systems of the country cost the Federal government \$14,418,237, according to a report of Postmaster General Burleson, transmitted to Congress today by President Wilson.

This sum represents the difference between the net earnings of the companies taken over and the compensation guaranteed by the government.

Detailed Report Withheld

No figures as to the operation of the cable systems, which were under Federal control for six months, were given. Mr. Burleson explaining that the reports of the companies had not yet been received. Any profits from the operation of these companies would reduce the total government deficit, Mr. Burleson said.

Total net earnings of the telephone and telegraph lines during Federal control were reported at \$70,387,532, while the compensation assured was \$83,805,769. The total deficit, calculated at \$13,418,237, for settlement of future claims. Small independent companies operated by the government reported a surplus of \$57,428.

Deficit Is \$9,290,170

Reported deficits of the American Telephone and Telegraph Company, operating thirty-six subsidiary companies, were \$9,290,170, while the Western Union Telegraph Company showed a deficit of \$2,021,511. The Ohio State Telephone Company of Columbus, Ohio, operating four subsidiary companies, showed a deficit of \$292,123.

The government claim against the Postal Telegraph and Cable Company was listed at \$23,392.

"If the unadjusted claims of the government against the Mackay companies be taken into consideration," said Mr. Burleson, "the estimated obligations of the government would be substantially reduced."

Mackay Refuses to Split Earnings With Burleson

Clarence H. Mackay, president of the Postal Telegraph Cable Company, last night made public a letter he had declining to send a check for \$2,392,195.20, which Mackay asserted, would be the difference between the \$4,029,195.20 our company earned from August 1, 1914, to August 1, 1915, and \$16,500,000 the amount which you claim to have made us."

"Apparently you are short of funds to pay the Western Union," Mackay said. "And you, therefore, demand \$2,392,195.20 of our profits that you may pay them to the Western Union. This means that you wish to use our profits to pay Western Union losses."

Nine Are Injured in Hotel Fire at Buffalo

BUFFALO, Nov. 13.—One guest was burned seriously and eight others were injured by a fire which broke out in the Buffalo Hotel early today.

About forty guests were in the hotel when the fire started on the second floor. Most of them escaped unharmed by fire escapes.

The efforts to get crews for the Buffalo hotel have been extended to other warships at the navy yard. Because of the inability to get enough boats to sail the dates of the superdreadnaughts, Pennsylvania and Arizona have been put back until the first of next year. Two ships were originally scheduled to sail last week.

While the two warships are tied up, they will get new orders. They are waiting to be placed in the rear of the American fleet. The details are being kept secret.

Women Voters' League To Meet November 18

Annual State Convention Will Be Held in Utica; Mrs. La'dlaw to Preside

The annual convention of the New York State League of Women Voters will be held at Utica, November 18 and 19. The convention will take place in the Utica Hotel. Mrs. La'dlaw will preside. Important subjects will be discussed following receipt of the reports of committees. Among the subjects to be considered will be those of organization, child welfare, American citizenship, social research work, social hygiene, improvement of election laws, the fourteenth amendment, women in industry and the improvement of laws concerning the civil status of women. There will be a discussion of the non-partisanship of the New York State League of Women Voters, led by Mrs. Frank A. Vanderlip and Mrs. Raymond Brown. Speaking of the non-partisanship of the league, the following announcement was made yesterday from its office at 304 Fifth avenue:

"Considering the growing dissatisfaction of thinking voters with a political parties, the declarations of this non-partisanship study of voters are of great significance. The conclusions arrived at this convention will have a far-reaching effect upon the civic life of New York State during the coming year."

The convention will open with a memorial service for the late Dr. Anna Howard Shaw. Pioneers of the suffrage movement will speak at this function.

Speedy Pieman Has Bad Day

Judge Fines Him and Boys Raid Bus While He's in Court

While James Isaacs was in traffic court yesterday, speeding on upper Broadway, school boys raided his pie bus and made off with \$13 worth of pies. Magistrate House expressed sympathy, but fined Isaacs \$25, making his little burst of speed between 10th and 10th street cost him \$40. Isaacs' arraignment came just at the noon hour. His motor wagon, loaded with pies, was standing at the Mott Street entrance of the traffic court. Nearly every one of the youngsters at a school near by had pie for lunch.

Earl Brassey Dies of Taxi Accident Injury

Noted Author and Scion of Famous English House Is Dead in England

LONDON, Nov. 13.—Lord Brassey died late yesterday from injuries received in being struck by a taxicab.

Earl Brassey came of distinguished ancestry. The family was prominent in Cheshire for half a dozen centuries before his great-grandfather rose to national eminence as one of the foremost agriculturists of his time. In the next generation came Thomas B. Brassey, who constructed thousands of miles of roads in Europe, Asia, Australia and North and South America, including the Grand Trunk of Canada with the Montreal bridge across the St. Lawrence. His eldest son was Thomas Brassey, who was made a baron and then the first Earl of Brassey, a civil lord of the Admiralty, Governor of Victoria, Lord Warden of the Cinque Ports, founder in 1886 and for years editor of "Brassey's Naval Annual," author of other standard naval works, and husband of that accomplished Lady Brassey who wrote "The Voyage of the Sunbeam," "The Trades, the Tropics, and the Barri-Porties," and other fascinating books.

Thomas Brassey, the elder, was born in 1818, and was educated at Eton and Balliol College, Oxford. He was several times an unsuccessful candidate for Parliament, but served as private secretary to the first Lord of the Admiralty, and as assistant secretary to the Royal Commission on Opium, of which his father was chairman. In 1880 he succeeded his father as editor of the "Naval Annual," and ten years later became first Acting Civil Commissioner of Pretoria.

He was active in educational and educational affairs, as founder of the Oxford University endowment fund and as a member of the Archbishop's Committee on Church Finance.

Lord Brassey was the author of "Problems of Empire" and "The Case for Devolution," works on imperial politics which commanded much attention. He received the D.C.L. from Oxford, and was knighted by the Queen of the Crown of Italy and a Knight of Grace of the Order of St. John of Jerusalem. He married, in 1880, Lady Julia Neville, daughter of the first Marquis of Abercromby, and survived him but without issue. The title goes to his cousin, Lieutenant Colonel Edgar Brassey, of the 1st Life Guards, who was born in 1878, is married to a niece of the Duke of Buccleuch, and whose sister is married to the Earl of March.

Eagle Boats Held Here By Shortage of Recruits

Small Craft Intended for Service in Philippines and Two Dreadnoughts Delayed

The voyage of three Eagle boats to the Philippine Islands, scheduled for this month, may have to be postponed indefinitely because the navy yard has been unable to recruit enough blue-jackets to man the vessels. The three speedy craft have been tied up at berth for the last three weeks ready to sail, but the right kind of recruits are scarce. That is the reason, according to navy yard officers, and they said last night it looked as though the Eagle boats would spend the winter at the Brooklyn navy yard.

Early in September it was planned to send the Eagle-14, Eagle-15 and Eagle-16 through the Panama Canal with several other vessels of this type. They were assigned to the Philippine Islands, where they would be used to do better work than with the Atlantic fleet. Everything was in readiness for their departure, when it was found that there were not enough blue-jackets to man the three boats sent to the navy yard.

The efforts to get crews for the Eagle boats have been extended to other warships at the navy yard. Because of the inability to get enough boats to sail the dates of the superdreadnaughts, Pennsylvania and Arizona have been put back until the first of next year. Two ships were originally scheduled to sail last week.

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Woman Urged as 'Big Four' Delegate For Republicans

Chairman Snell Also Favors Honoring Col. Thompson on State Delegation to 1920 National Convention

Representative Bertrand H. Snell, of Potsdam, chairman of the executive committee of the Republican State Committee, said yesterday in Washington that he was in favor of having a woman as one of the "Big Four" delegates from the Empire state to the Republican National Convention next year. Mr. Snell also said that he would be glad to recognize the services of Colonel William Boyce Thompson, president of the Roosevelt Memorial Association, to the Republican organization by sending him as one of the "Big Four."

Local Republican leaders refrain from mentioning the name of any woman they would like to see sent to the next national convention, because they fear that such mention might arouse a feeling among the women that the men of the party were trying to dictate to the women who they should select. They only go so far as to say that they think there should be women delegates representing the Republican women of New York, and that one of the women should be one of the "Big Four."

"Colonel Thompson is one of the big figures in the Republican party of New York State and in the nation," said Representative Snell yesterday in discussing the matter. "If he would care to go to the national convention as one of the 'Big Four' I should be very much pleased to see him do so, and would do all in my power to bring it about. He would be a credit to New York Republicans, and there are few men, in my judgment, who could better represent the party with such an able man as he is." Colonel Thompson is an able man to be our standard bearer, or with the even more difficult problem of writing the right sort of platform.

"Colonel Thompson has never had any recognition in the party, and has never been suggested as a candidate for the party, and if he would like this honor and duty, I think the party owes it to him."

Miss Mary Garrett Hay is chairman of the executive committee of the Women's Division of the Republican National Committee, and a member of the woman's division of the State Committee of New York. Mrs. Arthur Livermore, of Westchester County, is chairman of the Woman's State Executive Committee. She has had much to do with the work of organizing the women of the city and state. Other prominent members of the state organization are Mrs. Theodore Roosevelt, Jr., Mrs. Walter D. Dore, Mrs. J. Stuart Russell of Lima, and Mrs. Schuyler Knapp of Onondaga County.

State Chairman Glynn is on record in favor of having a good sized delegation of women in the next national convention on delegation.

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Moral Defense of Stage Makes Dr. Straton Laugh

Pastor Critic Advises Actor Folks to Get Together to Avoid Mixing Lines

The Rev. Dr. John Roach Straton, of Calvary Baptist Church, said yesterday that the statements actors and actresses made in yesterday's Tribune in response to his condemnation of the stage for low moral standards were so at variance as to be laughable.

"May I suggest to these dear friends of the stage," he said, "that the next time they are to be quoted in the papers they had better get together so they will all say the same thing and not get their lines mixed and their opinions muddled up and muddled up as they have in this case."

By Bainter, he said, called him "mid-Victorian" Harrison Gray Fiske while it was the assertion of Wilton Lackaye "that I am no up to the minute w'o is trying to get some free advertising."

Dr. Straton continued, saying that the stage never was in a morally healthy condition than at present while Perry Wood declared that enforced participation in audience fares had driven many young women from the stage. The suggestion of Ethel Barrymore that she knew nothing of the conditions which which he professed familiarity probably was true, Dr. Straton said, as "some of these dear ladies have come to me with the heart-breaking stories of their wrecked and ruined lives."

Dr. Straton declared that Mr. Corbin's assertion that there were more clergymen in jail than actors was "just as illuminating as to say there are more negroes in Africa than white men," as there were only 23,277 actors and actresses in the country, while there were 118,018 clergymen.

Spurns Aldermanic Pay

Ryall, if Chosen, Would Give It to Predecessor's Father

W. J. S. Ryall, one of the candidates for the seat in the Board of Aldermen made vacant by the death of W. W. Ryall, of Brooklyn, said yesterday that he was not eager to sit in the board and if selected would turn over the amount of the salary, \$2,000 a year, to Alderman Colby's father, eighty-four years old and dependent.

Thomas E. Ryall, brother of W. J. S. Ryall, who like Mr. Ryall, lives in the 45th Aldermanic District in Brooklyn, are said to be the others under consideration for the office. The candidacy will be decided by the Brooklyn Republican members of the Board of Aldermen.

Obituary

MRS. GRACE NIEMANN

Mrs. Grace Niemann, wife of James P. Niemann, formerly judge of the Nassau County Court, died Wednesday at her home, 251 West Ninety-sixth Street, after an illness of six weeks.

Mrs. Niemann was the wife of the late President of the Athene Club, chairman of its committee on music and its committee on war relief, vice-president of the Woman's Democratic Club and a member of the Beethoven Society.

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city, the Euphony Club, the Theater Club, the Rainy-Day Club and the Mayor's Committee on National Defense. She is survived by her husband and a daughter, Miss Grace Niemann.

THE REV. ALEXANDER FATTEN, eighty-three, one of the oldest ministers of the Methodist Protestant Church, died Wednesday at his home in Essex Park, N. J. He was born in Pittsburgh and was active in the ministry for fifty-four years.

MRS. ELIA MOORE, sixty-six, wife of Benjamin Moore, of Long Island City, died Wednesday at her home in Astoria, L. I. She is survived by her husband and three sons. Mrs. Moore was chairman of the women's committee for all the Liberty Loan drives in Long Island City.

JOHN SUTHERS, seventy-seven, a member of the 108th Infantry, died Tuesday at his home in College Point, L. I.

GEORGE HERPES, sixty-two, the originator of the famous New York "Garden City" manufactured candies to resemble the common forms of meats, died Wednesday in the Swedish Hospital. He lived at 741 Union Street, Brooklyn.

ELPHALET HOOVER, seventy-four, formerly an Assemblyman in New York, died Wednesday night at his home in Astoria, N. J.

CAPTAIN FRANK W. TAYLOR, who died suddenly at Providence, R. I., Wednesday night, was a member of the 108th Infantry, 2nd Division, 4th Corps, Knights of Pythias, Knights Templar and the New England Order of Protection.

ALFRED WRIGHT DUNBAR, seventy-two, manager of the New York City American Thread Company, died yesterday at his home in Plainfield, N. J.

WALTER G. MORSE, seventy, partner in the H. Morse & Co. firm, died Wednesday night at his home in New York City. He was a member of the 108th Infantry, 2nd Division, 4th Corps, Knights of Pythias, Knights Templar and the New England Order of Protection.

THE REV. E. D. PETERSON, fifty-three, formerly pastor of the Home Church, New York City, died Wednesday night at his home in New York City. He was a member of the 108th Infantry, 2nd Division, 4th Corps, Knights of Pythias, Knights Templar and the New England Order of Protection.

COUNTRESS CAROLINE D'AZY

News was received Wednesday of the death on November 1 at Aleppo, Syria, of Countess Caroline Mary Benoit d'AZY, wife of Count Rene d'AZY, formerly naval attaché at the French Legation in London. The Countess d'AZY was Miss Caroline Jones, of Chicago, before her marriage in July, 1894.

EDWARD H. BUEHLER

HARRISBURG, Pa., Nov. 13.—Edward H. Buehler, of Evansville, Ind., died here last night at the home of his sister, where he was visiting. He was a brother of Rear-Admiral William Buehler, who died one month ago.

OBITUARY NOTES

GEORGE C. HARDING, forty, a certified public accountant, died Wednesday at his home, 571 Ninth Street, Brooklyn, after a long illness.

MRS. HILDA MORSE, thirty-six, wife of Charles Morse, of the Hudson Theatre, died Tuesday at her home, 251 West Ninety-sixth Street, after a brief illness. Services will be held today at the funeral church, Broadway and Sixty-sixth Street, and interment will be in Greenwood Cemetery.

EZRIEL J. GRAY, seventy, a deacon of the Calvary Baptist Church, in West Fifty-seventh Street, and father of Dr. Herbert Gray, died yesterday at his home, 238 West Twenty-second Street, after a long illness.

MARRIAGES

ASHTON—VAN WINKLE—On Wednesday, November 12, at the Church of the Epiphany, New York City, by the Rev. Mortimer S. Ashton, assisted by the Rev. W. T. Crocker, the Rev. Frederick T. Ashton to Miss Elizabeth Gill Van Winkle.

BURDEN—GARDNER—On Wednesday, November 12, at Emmanuel Church, Boston, Mass., by the Rev. Sherard Billings, Eleanor Gardner of Mr. and Mrs. Hugh C. Gardner, of Chester Graveland, of New York.

FOF—HOCHSTASSER—Mrs. Chase Anderson, of Easton, N. J., announces the marriage of her daughter, Miss Fof, to Mr. Francis Anderson Hochstasser, to Mr.